

Hongkong Telegraph.

N^o. 3033.

THURSDAY, DECEMBER 31, 1891.

SIX DOLLARS
PER QUARTER

Banks.

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorized Capital 1,000,000
Subscribed Capital 500,000

HEAD OFFICE:—HONGKONG:

Court of Directors:—
D. Gillies, Esq., Chairman, Esq.,
Chan Kit Shan, Esq.,
C. J. Hirst, Esq.,
Chow Tung Shing, Esq.,
W. Watson, Esq.,
Kwan Hoi Chuen, Esq.,
Chief Manager,
GEO. W. F. PLAYFAIR.

ADVISORY COMMITTEE IN
LONDON:—

THOMAS CARMICHAEL, Esq.—Messrs. Dent,
Palmer & Co.
JOHN BUTTERY, Esq.—Messrs. John Battery &
Co.
J. B. STUART-WORTLEY, Esq., M.P., for Hallam.
GEO. MUNRO, Manager.

Branches:—
London: The Alliance Bank (Ld.)
Scotland: The Commercial Bank of Scotland.

SHANGHAI.

ADVISORY COMMITTEE.
Hed Fu Yueh, Esq.,
Kia Kie Tchung, Esq.,
Tong Kwei Sung, Esq.,
J. D. THORNBURN, Manager pro tem.

THE Bank is now prepared to make advances
on goods in neutral Godowns, and on
their securities, at rates to be obtained on
application; also to receive Money on Current
account or Fixed Deposit.
Interest for 12 months Fixed, 5 per Cent.

CURRENT ACCOUNTS
For Rates of Interest for other periods apply
to the Manager.
Hongkong, 23rd December, 1891. [1429]

THE NEW ORIENTAL BANK
CORPORATION, LIMITED.

AUTHORISED CAPITAL £2,000,000.
PAID-UP CAPITAL £500,000

LONDON:

Head Office:—40, Threadneedle Street.
First End Office:—25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT,
Buys and Sells BILLS OF EXCHANGE,
LETTERS OF CREDIT, forwards Bills for
RECEIPT, and Transacts Banking and
Business generally, on terms to be had
on application.

E. W. RUTTER,
Manager. [170]

Insurance.

THREE IMPORTANT FACTS
ABOUT THE
STANDARD LIFE OFFICE.

HALF A MILLION STERLING per
annum is being paid in Death claims
year by year.

THE FUNDS IN HAND amount to up-
wards of Seven Million pounds Sterling
and have increased 50 per cent. in the
last 15 years.

THE LIVES who die are annually replaced
by more than double the number of new
carefully selected lives.

DODWELL, CARLILL & Co.,
Agents, Hongkong.

THE BRITISH FIRE AND MARINE
INSURANCE COMPANY OF
NEW ZEALAND.

THE Undersigned are prepared to accept
FIRE and MARINE INSURANCES on
favorable terms.
Current rates and a guaranteed Bonus equal
to that paid by the local Offices.
GEO. R. STEVENS & Co.,
Agents, No. 2, Queen's Road, Hongkong.
Hongkong, 31st March, 1891. [1514]

NOTICE.

THE MAN ON INSURANCE COMPANY
LIMITED.

CAPITAL SUBSCRIBED \$1,000,000

THE above Company is prepared to accept
THE RISKS at CURRENT RATES on Goods.
Policies granted to all Parts of the world
subject to any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE:
No. 2, Queen's Road, West,
Hongkong, 1st February, 1892. [1516]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
(LIMITED).

CAPITAL TAKEN 600,000
PAID TO \$35,555.35
RESERVE FUND \$318,000.00

BOARD OF DIRECTORS:
Lau Hing, Esq.,
Lau Tso Shun, Esq.,
MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken
at CURRENT RATES to all parts of the
world.

HEAD OFFICE: 6 & 8, PRINCE STREET,
Hongkong, 17th December, 1891. [1518]

Intimations.

W. POWELL & CO.

ARE NOW SHOWING,
A VERY FINE SELECTION OF
OIL PAINTINGS, CHROMOS,
MONO-CHROMOS, ETCHINGS,
OPALIMS, &c., &c.

W. POWELL & CO.

CARMICHAEL & CO., LD.

WINE AND SPIRIT MERCHANTS—TOBACCO AND CIGAR IMPORTERS,
GENERAL STOREKEEPERS AND COMMISSION AGENTS.

CHRISTMAS DESSERT.
FINEST MUSCATEL TABLE RAISINS, FINEST JORDAN ALMONDS, TURKEY
and ELEMA FIGS, CHOCOLATE CREAMS, BONBONS and FANCY SWEETS,
CANDIED FRUIT, BUTTER SCOTCH, EVERETT TOFFEE and RUSSIAN TOFFEE,
PUDDING RAISINS, CURRANTS, CANDIED PEELS, ORANGE, LEMON, CITRON and
MIXED. Special XMAS-GIFT—Assorted Cases One Dozen WINES and SPIRITS, &c.
CARMICHAEL & CO., LTD.
18, Praya Central, Hongkong. [1168]

MOUTRIE, ROBINSON & CO.

"MOUTRIE" Hongkong. (UNDER HONGKONG HOTEL). Established 1876.

JUST RECEIVED A VERY LARGE COLLECTION OF EDITIONS,

LITOLFF & PETERS,

Including Nos. for 2, 4 and 8 hands, Solos for FLUTE, CORNET, VIOLIN, PIANO, &c.

PARCELS SENT ON APPROVAL.

MOUTRIE, ROBINSON & Co.
HONGKONG.
(And at London, Shanghai, Kobe and Yokohama). [784]

W. BREWER

HAS JUST RECEIVED.

GILBERT & SULLIVAN'S "Songs of Two"
Savoyards set to Music.
China Coast Tide Tables, 1892.
Practical Telephone Handbook.
New Illustrated Shakespeare in Russia Leather
Case.
Ballou's "My Chinese Sketch Book."
Mark Twain's Birthday Book.
Owen's Marine Insurance.
Handsome bound Prayer Books.
Sent's Large Stamp Albums.
Gent's Russia Leather Boots and Shoes.
Dancing Pumps, Warm Slippers.
Smith's Diaries, Letts's Diaries.
North-China Date Book.
New collections of Songs and Dance Music.

W. BREWER,

UNDER HONGKONG HOTEL. [119]

ROBERT LANG & CO.

DRESS SUITS.

NEWEST MATERIALS, FROM \$30, SILK LINED.

A VERY LARGE SELECTION OF SCOTCH TWEEDS AND OTHER SUITINGS
EVENING DRESS SHIRTS, latest style.

EVENING DRESS TIES AND GLOVES.
EVENING DRESS 1/2 HOSE, SILK, THREAD, and MERINO.
EVENING DRESS SHOES and PUMPS.

CRUICKSHANK & CO., LD.,

FAMILY AND DISPENSING CHEMISTS,

AND
Commission Agents.

RESPECTFULLY INVITE INSPECTION OF THEIR VARIED STOCK OF

CHOCOLATES, SHORTBREAD, TOFFIES, &c.
SCOTCH HEATHER, HONEY, &c. per bottle.

OUR SPECIAL LIQUEUR WHISKY.
BRANDY, BEAULIEU'S ***
ALE BASS' Read Bros., Bull's Head.
STOUT GUINNESS' Read Bros., Bull's Head.

LANE, CRAWFORD & CO.

HAVE A CHOICE STOCK OF

WINES SPIRITS & PROVISIONS

AND

DELICACIES

SUITABLE FOR THE NEW YEAR FESTIVITIES.

LANE, CRAWFORD & CO.

KELLY & WALSH, LD.

NEW YEAR'S PRESENTS.

NEW YEAR'S CARDS AND GREETINGS,

LETTS AND SMITH'S DIARIES, Private, Commercial and for the Pocket.

THE IMPERIAL ENGLISH and CHINESE for 1892, DATE BLOCK,
PRICE 75 CENTS.

The above are all now ready.

READY THIS WEEK,

THE IMPERIAL ENGLISH and CHINESE DIARY.

Footscap size, Interleaved Blotting Paper, English & Chinese Dates, Completed
Customs Tariff, and a lot of local information.
Price \$1.00

KELLY & WALSH, LIMITED,

QUEEN'S ROAD CENTRAL, HONGKONG.

Shipping.

STEAMERS.

THE CHINA AND MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA, VIA AMOY.
THE Company's Steamship

"DIAMANTE."
Captain Gerard, will be despatched for the
above Ports on SATURDAY, the 1st January,
1892, at 4 P.M.
For Freight or Passage, apply to
SHEWAN & Co.,
General Managers,
Hongkong, 29th December, 1891. [1153]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND
ADELAIDE.

(Calling at Port Darwin and Queensland
Ports en route to New Zealand, Tasmania, &c.)
THE Steamship

"AIRLIE."
Captain Ellis, will be despatched for the
above Ports on TUESDAY, the 5th January,
1892, at 4 P.M.
This well-known steamer is specially fitted for
passengers, and has large cooling Chambers,
thus ensuring a supply of Fresh Meat, Milk,
Ice, etc. throughout the voyage.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 21st December, 1891. [1153]

"SHIRE" LINE OF STEAMERS.

FOR SINGAPORE, HAVRE, LONDON,
HAMBURG AND ANTWERP.

THE Steamship

"MONMOUTHSHIRE."
Captain Cunningham, will be despatched as above
on or about the 8th January, 1892, instead of as
previously advertised.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 30th December, 1891. [1442]

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY
THROUGH TO NEW YORK, VIA OVER-
LAND RAILWAYS, AND TOUCHING AT
YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.
City of Peking, Tuesday 1st Jan.
City of Tokio, Thursday 4th Feb.
City of Rio de Janeiro, Friday 26th Feb.

THE U. S. Mail Steamship

"CHINA."
will be despatched for SAN FRANCISCO, via
YOKOHAMA on TUESDAY, the 12th January,
at 4 P.M., taking Passengers and Freight for
Japan, the United States and Europe.

RATES OF PASSAGE.
From Hongkong, First-class.

To San Francisco, Vancouver,
Victoria, Esquimaux, New
Westminster, Port Townsend,
Seattle, Tacoma, Portland, O.,
To Liverpool and London 325.00
To Paris and Bremen 345.00
To Havre and Hamburg 335.00
Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers.

RATES OF PASSAGE TO OVERLAND
CITIES. FIRST CLASS.

DESTINATION. Day Ticket Continuous Trip Tickets.

Kansas City, Mo., Omaha, Neb. 285.00 291.50
St. Louis, Mo. 292.50 299.00
St. Paul, Minn., Minneapolis, Minn. 292.50 299.00
Chicago, Ill. 297.50 304.00
Milwaukee, Wis. 299.50 306.00
Cincinnati, Ohio 302.50 309.00
Columbus, Ohio 304.25 310.75
Detroit, Mich. 304.95 311.50
Cleveland, Ohio 306.55 313.00
Toronto, Canada 309.95 316.45
Pittsburg, Penn. 310.25 316.75
Washington, D.C., Baltimore, Md. 311.00 317.50
Montreal, Canada 319.75 326.25
Philadelphia, Penn. 319.75 326.25
New York 319.75 326.25
Boston, Mass. 321.15 327.60
Portland, Maine 327.25 333.70

All the above Rates are in Mexican Dollars.
Special rates (first-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officers in service of China and Japan, and to
Government officials and their families.
Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return
tickets to San Francisco will be issued at follow-
ing rates:—
4 months \$337.50
12 months \$393.75
Time is reckoned from date of issue to date of
re-embarkation at San Francisco.
Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan, (or
vice versa) within one year will be allowed a
discount of 10 per cent. from Return Fare.
This allowance does not apply to through
fares from China and Japan to Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railways, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages will
be received at the Office until 5 P.M. same day;
all Parcel Packages should be marked, no ad-
dress in full is value of same is required.

Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office in San Francisco, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 75, Queen's Road Central.

J. E. VAN BUREN, Agent,
Hongkong, 30th December, 1891. [1515]

Shipping.

STEAMERS.

"UNION" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA,
VIA INLAND SEA.

THE Steamship
"TORRINGTON,"
Captain Berwick, will be despatched as above
on or about the 6th January, 1892, instead of as
previously advertised.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 29th December, 1891. [1153]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA,
VIA INLAND SEA.

THE Steamship

"CARDIGANSHIRE."
Captain Parsons, will be despatched as above
on or about TUESDAY, the 5th January, 1892.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 29th December, 1891. [1153]

"MOGUL" LINE OF STEAMERS.

FOR NEW YORK (VIA SUEZ CANAL).

THE Steamship

"SIKH."
Rowley, Commander, will be despatched for the
above Ports on or about the 12th January, 1892,
instead of as previously advertised.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 29th December, 1891. [1156]

SAILING VESSELS.

FOR NEW YORK.

THE 3/4 L. I. American Bark

"MARTHA DAVIS."
Pendleton, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.
Hongkong, 29th December, 1891. [1463]

Mails.

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
Belge, Saturday 23rd Jan., 1892.
Oreanda (via Honolulu), Tuesday 16th Feb.
Gaulle, Thursday 10th March.

THE Steamship "BELGIC"
will be despatched for San Francisco, via
Yokohama, on SATURDAY, the 23rd Jan.,
at 4 P.M. Connection being made at Yokohama
with Steamers from Shanghai and Japan
Ports.

RATES OF PASSAGE.
From Hongkong, First-class.

To San Francisco, Vancouver,
Victoria, Esquimaux, New
Westminster, Port Townsend,
Seattle, Tacoma, Portland, O.,
To Liverpool and London 325.00
To Paris and Bremen 345.00
To Havre and Hamburg 335.00
Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of Steamers.

RATES OF PASSAGE TO OVERLAND
CITIES. FIRST CLASS.

DESTINATION. Day Ticket Continuous Trip Tickets.

Kansas City, Mo., Omaha, Neb. 285.00 291.50
St. Louis, Mo. 292.50 299.00
St. Paul, Minn., Minneapolis, Minn. 292.50 299.00
Chicago, Ill. 297.50 304.00
Milwaukee, Wis. 299.50 306.00
Cincinnati, Ohio 302.50 309.00
Columbus, Ohio 304.25 310.75
Detroit, Mich. 304.95 311.50
Cleveland, Ohio 306.55 313.00
Toronto, Canada 309.95 316.45
Pittsburg, Penn. 310.25 316.75
Washington, D.C., Baltimore, Md. 311.00 317.50
Montreal, Canada 319.75 326.25
Philadelphia, Penn. 319.75 326.25
New York 319.75 326.25
Boston, Mass. 321.15 327.60
Portland, Maine 327.25 333.70

All the above Rates are in Mexican Dollars.
Special rates (first-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officers in service of China and Japan, and to
Government officials and their families.

Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return
tickets to San Francisco will be issued at follow-
ing rates:—
4 months \$337.50
12 months \$393.75
Time is reckoned from date of issue to date of
re-embarkation at San Francisco.

Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan, (or
vice versa) within one year will be allowed a
discount of 10 per cent. from Return Fare.
This allowance does not apply to through
fares from China and Japan to Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railways, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages will
be received at the Office until 5 P.M. same day;
all Parcel Packages should be marked, no ad-
dress in full is value of same is required.

Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office in San Francisco, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 75, Queen's Road Central.

J. E. VAN BUREN, Agent,
Hongkong, 31st December, 1891. [1515]

Mails.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE,
CHINA AND JAPAN.

PROPOSED SAILINGS FROM
HONGKONG, 1892.

(SUBJECT TO ALTERATION).

Empress of Japan, Tuesday, 1st Jan. 5th.
Empress of China, Tuesday, 1st Feb. 2nd.
Empress of India, Tuesday, 1st Mar. 2nd.

THE R. M. S.
"EMPERESS OF JAPAN,"
5,000 tons, Captain Geo. A. Lee, R.N.R.,
sailing at Noon, on TUESDAY, the 5th Jan.,
with Her Majesty's Mails, will proceed to VAN-
COUVER, via SHANGHAI, Inland Sea,
KOBE and YOKOHAMA.

RATES OF PASSAGE.
(In Mexican Dollars).

FROM HONGKONG, FIRST CLASS.

TO

Prepaid return.

4 12

mos. mos.

Vancouver, Victoria, Esqui-

maux, New Westminster, B.C. 225 338 394

Port Townsend, Seattle, Ta-

coma, Wash. 255 383 437

Portland, Ore., San Francisco 275 413 482

Winnipeg, Man. 285 428 499

To Minneapolis, St. Paul, Duluth, Minn. 295 443 517

Chicago, Ill., Kansas City, St. Louis, Mo. 295 443 517

Milwaukee, Wis. 305 458 534

Detroit, Mich. 305 458 534

Cleveland, Columbus, O. 310 464

Hamilton, London, Toronto, Ont. 310 464

Buffalo, Niagara Falls, N.Y. 310 464

Kingston, Ottawa, Ont., Mon-

tréal, Quebec, Que. 310 464

New York, Albany, Troy, Rochester, N.Y. 310 464

Baltimore, Md., Philadelphia, Wash- 310 464

ington, D. C., Boston, Mass., Portland, Me. 310 464

Hallifax, N.S., St. John, N.B. 310 464

Liverpool and London via Li- 310 464

Intimations.

DAKIN BROS. OF CHINA,
LIMITED,
CHEMISTS, &c.

CHRISTMAS & NEW YEAR
PRESENTS,
D. N. Y. AND GOOD.

from \$1 to \$100.

CHOCOLATES in Boxes.
In Baskets.
In Bookcases.
In Caskets.

FROM 25 CENTS TO \$12.00.

WINES AND SPIRITS.

THE BEST OF THEIR KINDS.

Nos. 22 & 24, QUEEN'S ROAD CENTRAL.

LONDON, HONGKONG AND AMOY.

A. S. WATSON & CO., LD.

WE invite attention to our first supplies

OF

CONFECTIONERY AND
CHRISTMAS GOODS

RECEIVED BY THE LAST MAIL.

JORDAN ALMONDS, NOUGAT, BUTTER SCOTCH, ASSORTED TOFFEES, DRAGEES, PRALINES, and a large selection of PURE CONFECTIONERY from the leading Manufacturers.

CADBURY'S SPECIAL CHOCOLATE
CREMES.

PINE, APRICOT, CHERRY, LIME,
GUAVA, and other FRUIT JELLIES in great variety.

TOM SMITH'S CHRISTMAS CRACKERS.

COLOURED ORALS mounted in Plush, representing favourite subjects.

A large assortment of ENGLISH and JAPANESE CHRISTMAS CARDS, of handsome and artistic designs, suitable to all tastes, and at moderate prices.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 1st November, 1891.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

What the columns of the Hongkong Telegraph will always be open for the discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisements are requested to forward all notices intended for insertion in this paper to the Editor, not later than Three o'clock on the day preceding the day of publication, and to be accompanied by the name and address of the advertiser, and to be accompanied by the sum of the advertisement, which is not ordered for a fixed period will be continued until discontinued.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for advertisers. Terms can be learnt on application. The Hongkong Telegraph's number at the Telephone Central Exchange is No. 7.

The Hongkong Telegraph.

HONGKONG, THURSDAY, DECEMBER 31, 1891.

CHARBONNAGES.

It is now over two-and-a-half-years since the Editor of this journal formed one of a party of Hongkong residents who paid a visit of inspection to the coal-mines of the *Société Française des Charbonnages du Tonkin* on the island of Hongay, about forty miles from Haiphong. At that time work was in the preparatory stage, and with the exception of the necessary prospecting and the erection of a useful wharf and quarters for the staff, nothing in the shape of actual mining had been started. A few short galleries had been driven into the hillside, and these openings had been designated "mines" in honour of the leading members of our expedition; but in reality no mining had been even attempted. A few hundred tons of surface coal, dug out from the top of the ground by the Tonquinese coolies, were piled up alongside the wharf,

and so far as appearance went, it looked quite up to the best Cardiff. But it wanted "go"; exposed for thousands of years to a burning sun and to tropical downpours of rain—and the sun can blaze and the rain come down in fair Tonquin—it had lost whatever volatile matter it ever possessed, and although apparently as hard and solid-looking as a granite block, it went to dust by a mere compression of the fingers. This stuff was tried, and on the steam launch *Fanny*, with its specially arranged fire-bars, it answered wonderfully well; but on the steamship *Carlisle* it proved an utter fiasco, quite failing to keep anything like sufficient steam in the vessel's boilers. These results were only what were reasonably to be expected by practical men, and the present writer was in various quarters laughed at and ridiculed both for predicting what did happen then and what would be the case when the real products of the Hongay mines were fairly tried. Our opinions freely expressed then are in print, and who dare laugh now? We never doubted the value of this immense coal-field when the miners got below the surface, away from the influences of sun and rain, and from the latest trial it would seem that our opinions have been thoroughly verified, and that a very great future for Tonquin coal in this colony has now become a matter of certainty.

We have been favored from a thoroughly reliable source with the following report of the latest practical test of the Hongay coal for steaming purposes:—
"On Christmas Day a trial of this coal was made with most satisfactory results in the presence of a large party of shareholders and others who had been invited to witness the test by the Hon. C. P. Chater and Mr. H. N. Mody. The party included Messrs. F. de Bovis, chief manager, Hongkong and Shanghai Bank; E. W. Rutter, manager, New Oriental Bank; J. J. Bell, Irving, D. Gillies (Secretary, Dock Company); H. Hopkiss, J. S. Moses, A. G. Morris, R. M. Morris, G. de Champeaux (Agent, Messageries Maritimes), E. Cochet (Inspector, M. M.), E. Carnot (Deputy Inspector, Captain H. Hogg (steamship *Talisker*), Richardson (chief engineer steamship *Talisker*), Wilson (chief engineer steamship *Talisker*), R. B. Joyce (Secretary Charbonnages Co.), and others. The steamer chosen for the trial was the *Avonchit*, owned by Mr. A. G. Morris, a vessel which some time past has been used as a coaster in the China Seas. To adapt her for burning the Hongay coal, a slight alteration had been made in her furnace, by putting back the bridge 1' 9", giving the bars a total length of 5' 9".

"The *Avonchit* left Hongkong harbour at noon, and steaming before a light wind, rapidly attained a pressure of 90 lbs. while making 77 revolutions per minute. So strong did the pressure become that it was found necessary to put on the dampers, yet in spite of this she was obliged to blow off frequently.

"On turning round, with a head wind, the dampers were kept down all the time, and the constant blowing off clearly showed that more steam was being produced than was necessary to drive the engines.

"During the trip, which lasted six hours, frequent visits were paid by the members of the party to the engine-room and the stoke-hole. It was remarked that the coal kindled very quickly, and burns freely, raising steam with great rapidity; it makes a very clean, bright fire, without any smoke, and open well on the bars without caking. It is handled in a manner precisely similar to Cardiff, and as it practically does its own stoking, saves much trouble in firing."

On the above report it is at present unnecessary to critically comment; nor is it our province to deal at length with what has been generally regarded as an unconscionable delay in placing the Hongay coals on the market. M. BAVIN-CHAPPOUR, the manager at Hongay, has had no easy task before him, and we cannot but think that he has exercised a wise discretion in refusing to commence shipping coals from the mines until he was in a position to make the supply permanent, and until fully assured that he was producing a satisfactory and saleable article. The cargo of two thousand tons brought up the other day by the *Avonchit* has been, we understand, almost entirely got rid of, the lump at \$8 and \$7.50 and the dust at \$5—prices which must leave a heavy margin of profit; and arrangements have been made for shipments at regular intervals, which will be largely increased as the work progresses. It appears to us that the Hongay coal has proved an unqualified success, and is bound to prove at an early date a most important factor in the commercial prosperity of this colony.

TELEGRAMS.

RUSSIA'S POLICY AS REGARDS COREA.

LONDON, December 31st.
It is semi-officially stated that Russia has no idea of the conquest of Corea, but will not tolerate similar designs by other Powers.

CONNAUGHT SHOOT STRAIGHT.

December 30th.

Prince Christian, when shooting at Osborne, was shot by the Duke of Connaught in the left eye, which has since been removed.
[There is no nonsense about Connaught. We know him well, Horatio, and in our opinion he is just the sort of shootist we want for a model Major-General. But Christian, who had 23 years before he married Princess Alice, appears to have had a lucky escape. He will now be compelled to "wink the other eye."—ED.]

OBITUARY.

Sir Wm. A. White, Ambassador at Constantinople.
[Sir John Walsam is still alive and kicking at Peking. He would make a fine ornament at the Sublime Porte. No charge for this suggestion.—ED.]

LOCAL AND GENERAL.

TO-MORROW, being New Year's Day, there will be no issue of the Hongkong Telegraph.
"A GUD NEW YEAR TO ANE AND A'."

THANKS, Dakin Brothers, the same to yourselves and many of 'em.

THE Agents (Messrs. Dodwell, Carilli & Co.) inform us that the R.M.S. *Empress of India* arrived at Vancouver on the 30th inst.

THE British India steamship *Yumna* arrived at Thursday Island on November 17 with the first batch of Italian immigrants, who have been experimentally imported into Queensland for the sugar industry.

Mr. James Anderson, the new manager of the Amoy Dock Company, leaves for his post by the *Haitian* to-morrow morning. We heartily wish him *bon voyage* and every possible success in his latest sphere of action.

SAMBO—"What did the doctah say ailed yer mostly, Bill?" "He lowed dat I had a conflagration ob diseases. Fast, de salvation plan don't insat my indigestion; dat makes a torpedo liver, sose I'm liable to go off any minute."

HALF-PRICE at 10 o'clock is the Hongkong A. D. C's latest attraction to bring an audience to see the gorgeous pantomime. Times have certainly changed in Hongkong in the amateur theatrical line, and we don't think for the better.

It is proposed to give a Masonic Ball during the course of next month, and arrangements in that direction are already under way. We believe the Victoria Lodge has taken the initiative in this movement, which it is confidently expected will be brought to a successful issue.

Manager—Captain, your wine bill is very heavy.
Coast Captain—Yes, Sir. Had a theatrical company and two missionary inspectors down.

Manager—Beg pardon, Captain. You can send a bill in for extras!

* A public meeting of Mr. R. Fraser-Smith's friends, sympathisers and supporters will be held on the Public Recreation Ground, better known as the Cricket Ground, on Sunday afternoon, the 3rd proximo, at 3.30 p.m. An express issued this afternoon contains an invitation to "all residents of whatever nationality, who are interested in the *Telegraph* label case" to be present.

THE delivery of the French mail—signalled long before its time—look place at 7 o'clock, of course much too late for any news from home to be utilised in this issue. Why it should take from five to six hours to sort a mail in Hongkong is one of those problems that want investigating by independent and practical men. Like most other departments in the Hongkong Government Service, the Post Office requires a thorough overhauling and a very free application of the pruning knife.

FOUR cases of opium from Hongkong, shipped per steamer *Chiyoda* to the Opium Farmers in Penang, have been seized by the Singapore Customs. The bill of lading, as well as the manifest, we understand, show that the cases were for Penang, so that the action of the law under the circumstances would appear to be unjustifiable. It is said that the fact of the cases being on board was communicated to the Farmers by the Captain of the vessel, for fear of getting into trouble himself.

On one occasion, when the late Rev. Charles Page Eden was Dean of Oriel College, heavy complaints against the College were brought to him by the undergraduates. The Dean sent for the officers of the college, and after a long and rather quieted for a little, but after the dean and the undergraduates had been consumed, and the bottle had begun to circulate, he began again. The old fellow who had slipped the rink had stood it till he could stand it no longer. "Haud yer tongue, man!" he exclaimed, "ye'll never be a guld curler in this world! I'm thinkin' ye'll be a cur in the next!"

At a curling match one of the players was a cheery, young, city-bred man. The match was begun in due time, and largely owing to the incapacity of the bowler, was lost by his side. He had made such a poor show that he was rather quieted for a little, but after the dean and the undergraduates had been consumed, and the bottle had begun to circulate, he began again. The old fellow who had slipped the rink had stood it till he could stand it no longer. "Haud yer tongue, man!" he exclaimed, "ye'll never be a guld curler in this world! I'm thinkin' ye'll be a cur in the next!"

We learn from Chinese sources that a petition to His Excellency the Governor, praying him to take steps to stop the wholesale search, carried on in the public streets, and on the steam wharves, of Chinese residents and passengers by the river steamers, by the Opium Farmers' officers, is now being circulated and will shortly be presented to Sir William Robinson. Our Chinese fellow-citizens may be following a discreet policy in bringing this matter publicly before the Head of the Government, but really there is no absolute occasion for any such petition, as the law is perfectly clear that no person can be legally searched either on the wharves or in the street. Of course it is the duty of the Government to do everything possible to protect the Opium Farmers' revenue, and searching abed ought to have been established long ago; however, it cannot be too clearly understood that searching people suspected of being in possession of smuggled opium in the streets is a contravention of the law which renders the searchers liable to heavy punishment, and as an infringement on the liberty of the subject it cannot be longer tolerated in this colony.

We are heartily sorry for Major General Digby Barker over his new *Opium Ordinance* policy. The house of cards so carefully constructed by the Official Phalarx, and forced through the Council in spite of the opposition of the Unofficial Members, who knew what they were talking about, has ignominiously collapsed. The tenders received for the purchase of the Opium Farm has not been considered satisfactory, the time has been extended until January 19th. The extra half of dollars, so confidently figured out by the sapient Colonial Treasurer, is settled away in the far beyond, and Mitchell-Jones is kicking himself for his ridiculous attempt to pose as a practical statesman. The rent for the new Opium Farm, instead of showing the big surplus the Colonial Treasurer and his obsequious followers so confidently predicted, will result in a very heavy loss to Hongkong. If such should prove to be the case, and we have the best reasons for believing it, Mr. Mitchell-Jones will be discreet to transfer his peculiar abilities to another sphere—some distant undiscovered continent where he is to be a tax-paying community are already "fall-off" of this extraordinary travesty on an English legislator.

THE steamship *Edendale* was docked for cleaning and repairs at the Kowloon Dock to-day. The *Prætor* is at the Cosmopolitan Dock.

We are informed by the Agents (Messrs. D. Sassoon, Sons & Co.) that the steamer *Arragon* from Calcutta, left Singapore yesterday for this port.

THE Post Office will be open to-morrow (New Year's Day) from 8 to 9 a.m. and from 2 to 3 p.m. for the Shanghai mail. The night-box will be kept open.

It is always a pleasure to chronicle an improvement in journalistic prospects. The *Peking Gazette* is to be considerably enlarged from to-morrow, and we wish it every success.

Rev. Mr. Swatow—We're \$100 in debt.
Mrs. S.—Can't you raise a subscription for a new chapel?
Rev. S.—No, I've worked that before.
Mrs. S.—Dear! I suppose we must wait till we have another baby!

We have been asked to state that the headquarters of the British Mercantile Marine Officers' Association have today been shifted from College Chambers to 28, Praya Central, a very suitable place for a *rendezvous* for seafaring men—"Tosh!" very common sailors."

ONE way of putting it—The wayward young man, broken in health, had gone to the far south-west to recuperate. He was in jail at Tombstone, Ariz., for stealing a hindquarter of beef. In the loneliness of his cell, he sat down and wrote as follows: "Dear Father—I have picked up some flesh since I came out here, but I am still confined to my room. Please send me \$100," etc., etc."

TO-DAY'S SHIPPING RETURNS.

Inward.
Ajara.....Steamer, from Shanghai.
Hoyana....." " Singapore.
Tallies....." " Singapore.
Canton....." " London.
Aggregating 7,536 tons, register.

Outward.
Dora Foster.....Steamer, for Kutchinotuz.
Nanyang....." " Amoy.
Galle....." " Yokohama, &c.
Fookshang....." " Swatow.
Lydia....." " Hamburg.
Argway....." " Singapore.
Dona Barloa....." " Spolito Island.
Aggregating 10,047 tons, register.

THE weather in the China Sea has been particularly bad during the last ten days. All vessels arriving from the South have made long and rough hauls. The *Torrington* had to put into Saigon through a squall of weather, the *Bernida* broke down, the *Somdech Phra* Yang and the *Hangchow* are overdue from Java. The *Beruvine* arrived yesterday, and Capt. Thompson reports the roughest weather he has ever known. Almost all the way from Singapore he had a terrible time of it, and was very glad to dump the mudhook on to our beautiful harbour. His log record is as follows:—Dec. 31, Lat. 4.25 N, Long. 107.50 E, moderate breeze from N.E. and shower with heavy swell, 23 and 25, Lat. 3.11 N, Long. 107.50 E, moderate gale at night, 24, 25 and 26, Lat. 0.54 N, Long. 110.35 E, fierce gale and very high confused sea with heavy squalls, 27, fresh monsoon and sea going down a little with heavy showers of rain, Lat. 15.6 N, Long. 110.35 E, 28, moderate breeze and overcast. Wind throughout from N. by E. to N.E. by N.

"AN OLD SPORTSMAN" is not dead, although many thanksgivings and burnt-offerings would be indebted to the shoddy sporting element of the Jockey Club—Heracles John, where as you now know the ancient one were actually dead. The reason why no "Sporting Gospel" has appeared in the *Telegraph* is that, up to date, there has been nothing done at the Racecourse, on which readable gossip or anything else could be based. It looks very much as if racing in Hongkong for the present had received its quietus, and if it were not for the Subscription Griffin contests—which, by the way, were devised and supported against the determined opposition of the Stewards by "An Old Sportsman"—the forthcoming meeting would resolve itself into a case of "Tommy Dodd" between John Peel, Sassoon and Buxey. Sport is dead, honesty has decayed, and nearly all the true "sports" have either shelved themselves or sought a haven of rest in summer idleness. No race lotteries, no "two to one, bar one," no totalisator, no public interest, the feeblest opposition in the big races—all indicate that the Hongkong Race Meeting of 1892 looks very much like proving a comparative fiasco.

WITH reference to the Reuter's telegram in another part of this issue re Russia and Corea, a correspondent who thoroughly understands the situation writes as follows:—"It is reasonable to aver that Neutrality is the antidote for Corea's ills. I submit it merely, and it is open to criticism, that were China and the other interested Powers to take steps for the establishment and maintenance of strict neutrality in this peninsula, peace and prosperity would soon prevail over the chaos and corruption now reigning in the capital. It may be that strict neutrality does not, in the opinion of Chinese statesmen, dovetail with the extraneous of the situation, but the extraneous of them will take serious exception to the expression of my opinions not glossed by a cursory glance at the situation, but evolved from six years study of the Far Eastern Question, while resident in Corea, together with four years previous personal observations while in other parts of the Orient. The policy followed in Switzerland may, and probably would, suffice for Corea—a country in many ways similarly situated. It is not by leaning upon any one State that Switzerland is so successful. Yes, Switzerland maintains peace, peace prevails there, and she is highly respected by all her great and wealthy neighbours."

THE OLD YEAR.

"Fading, as the leaflets fade—
"Dying as the daylight dies—"

The "improved maxim" of the United States contains a proverb that runs—Always get quit of the old crowd before you catch on to the new. This applied with equal fitness to years, girls, and other things. And in putting away old things (years, girls, or other things) it is always essential to make sure that they are all right, no trouble lying dormant, no joy missed, nothing overlooked. So let us take Old Ninety-one and examine him carefully on this, the last occasion he will give us to see him face to face. Let us make a thorough study of him, all his features, good and bad, all his superficialities as well as his deeper character; and then let us put him out of his misery; drown him in the flowing bowl, and christen the infant Ninety-two.
The Colony as a whole has had a busy time. Politically—the Governor, Sir W. de Vries, returned from leave in May, and had to go away again in June, completely broken in health. During his brief stay, he managed to embellish himself immensely with

the Council and the people, and brought the general feeling in regard to legislation to a very highly strained, nervous pitch. His successor, Major General Digby Barker, conducted the affairs of the colony with a simple ability and energy that did incalculable good, though again conflicts were frequent. In December Sir William Robinson arrived, and although of course he has yet done nothing, the general opinion is strongly in his favour. So much for Governors. The leading feature of permanent interest in the Legislature has been the development of an honest, fearless, and indefatigable champion of the people, albeit slightly deficient in that gloss of delicate tact that so conceals the Modern Man—we refer to Mr. T. H. Whitehead. Of the rest of the lay figures which "rule" the land, little need be said. The Officials cannot do much, and the Officials have this year been as usual—"Acting" by name, but by nature a job, never mind. Years of much goodwill to all men. Next, to the Colony, we turn to the whole of China, was thrown into a tremendous flutter by disturbances of revolutionary, religious, and anti-foreign appearance, resulting in several outbreaks in August and September; but these are now, and the smoke is disappearing now. Nothing else very great has happened; the moral of this trouble is the old tale, so often told of China. In commercial matters, the year has been great—calamitous. Russell & Co., Adamson, Bell & Co., Woodin, Fitman, and Co., and Co., have been the most successful. Commerce and Calamity have been too closely connected. Pleasantly, it is to dwell on the brighter memories of the year. The Hongkong Jubilee, the visit of the *Caracul* in May, the troops of amusement that have come and gone, Min, Lincoln, Willard, Brown, Pitter, libel actions, Friedenthal, finishing with the Pantomime, which sees the New Year in—oh, what a gay and festive place is our old Happy Valley!

And now in six hours' time, we will be with us. We have been sobered by disaster, startled and cautioned for future work, taught by some of the bitterest lessons of life—bitterest in Hongkong's own life, bitterest in the life of each rugged veteran and each tender girl among us—we are wiser, and by suffering we have learnt. But the dying year has not been altogether harsh. Some of its moments have been sweet beyond poor words, some of its memories are joyous and bright and happy, well fitted for the night of Hogmanay. May we all have little need for further trials; may we, after passing through the golden mist of the year, for the rest of our lives pure and strong; and may we often see again those little glimpses of heaven that have come to us in 1891.

THE CHRISTMAS PANTOMIME.

BEAUTY AND THE BEAST.

(By an Outsider.)

The mist rolls from the mountain
The junks drift down a-lee,
The jackals round the Fountain
Bring "fairs" 'neath mist to see
The present pantomime!

Every face is wreathed in smiles,
Pleasure thrills them all;
None are troubled with the wiles
The cynical mind contrived
To damn the pantomime!

Thoughts somewhat akin in nature to the above (which is copy-right), passed through our mental machine while mending on our lonely way to that haven of rest that has been our only refuge for the past ten days, the veritable old—(but dare we give it away—would not the remorseless "Bobby" pour upon us in the still hours of this same night the rays of his searching light and claims for his own? For *sub rosa* we are but a vagrant)—But to continue. Watching that crowd last night stirred those feelings within that not even the basest savage is devoid of—the reluctance to admit that one is really alone in this world of teeming millions, so turning over our sole remaining Mexican in one hand and scratching our head with the other, we, like "Hamlet," meditated as to the to-be or not-to-be-ness of the action. The fish was strong as we thought of the morrow, but the spirit, soaring above such common things as hash-houses, gained the day, and to the pantomime we went. As yet we have shown us—far back in the dim light of that *blow* abode—which luckily enabled us, being a stranger, to look at the stock of our surroundings without let of hindrance. Soldiers sat on either side of us, and although they were jolly sociable fellows, it is with infinite regret that we cannot say more for them than that they were little better than policemen. Not that the "Peelers" aren't "sane" and "grit" and all that's good, but the cloth brings up recollections of a dead past that we fain would forget. One soldier was called "Jack" and the other "Jim," and the terms of endearment which they exchanged (to say nothing of a big-bellied bottle) would have made a cockatoo's crest stand on end, but there was a heartiness about their conversation and an expression that it dissipated and discounted the ordinary conventionalities of life.

We take it for granted that last night's audience can be voted a representative one as regards numbers, but oh ye gods, can it be the same, so far as that quality which is known as mental calibre is concerned? We hope not. Yet there were many interesting specimens of the *genus homo* in evidence that would have delighted our dear dead Darwin. How he would have revelled in the mind that was so openly displayed to the meagre observer, and gloried in the truths and proofs of his great doctrine!

Say, this last, the promised midnight on "Beauty and the Beast" upon which two full shekels of silver were advanced to us to-day. Six slips duly committed to the W. P. B.—Ed. The orchestra had evidently been specially engaged by the local dealers in ivory, for as surely as the sun now shines, many a highly prized molar was wrested from its bed and quietly passed on to the pocket of the unfortunate owner to be eternally set up before succeeding generations as a warning against pantomime music—when badly played. The leader was all there, and undoubtedly below him sat some individual accomplished musician; but taken as a whole—[phrase eliminated.—Ed.]

The curtains, upon being electrified, ran up and exposed a pandemonium, at least, so it was called; but to our well-seasoned eyes after having lived on "The Land we Live In" for a month, it seemed but the land of the *Land of the Living*. One child who was being nursed just in front of us gave a faint squeal, but whether of contempt or pleasure we did not stop to inquire, so intense was our admiration of the generosity of "Jack" who at that moment passed the "B" along. The *Beagle* was next attracted, but not for long. The dress (an abortion of that generally worn by Mephistopheles at "peony-gal" shows) at home was pretty, and fitted the limbs form of the wearer as if it had grown on him. But as for Mr. Hamlet and his wife, the best prize that could be awarded him is that he tried hard; and if he failed to get there every time, let lack of boldness rather than talent bear the blame. The *Beagle* was somewhat writhed (as the devil goes) into places where he should never be, so we will leave him there and get on with the case.

There is a certain amount of truth in the case, at least in the preliminary part. The first act of the pantomime was a very good one, and we have not yet seen the truth during our stay at the above named theatre; we were brought into daily intercourse with many members of the sisterhood, and apart from that fact, during our walks abroad, we have met many more of them, conversed with them, and have even been really entertained in these *chateaux* where the arts and the virtues flourish. Consequently we are in a position to criticize the performances of Messrs. J. D. Laprak (bless his good-humoured mug) and R. B. Allen, with more penetration and acumen than the casual observer. That *Sarah Jane*, on points, and not on form alone, bears away the palm is an indisputable fact; for as they are used in any of our young days, *Sarah Jane* is there—there's no salt on Sarah's tail. *Sarah Jane*, on the contrary, (although in appearance quite up to market price) hardly gets the amount of fun out of the piece that the privilege she is now treated with would entitle her to claim. Mr. Laprak would seem to be quite a veteran in the art of manipulating a *die*—ahem—for he not only manages *Sarah Jane* with consummate skill, but also displays those other mysteries of feminine attire of which we are in blissful ignorance. *Mary Anne* should leave a to do the same—modesty is far too heavy a handicap to carry in these fast running days. Messrs. S. J. and M. A. contribute the major portion of the fun of the piece spontaneously. The words they have to speak are the vapourings of emaculated nonentities and the songs the yelps of a little better, the only exception being *Sarah Jane's* "Coming thro' the Dye," which she can improve upon.

A gentleman named Mr. A. R. Rolle capered around the stage in various disguises as *Lombard Street*, and although he may be an orphan, without kind or kindred in this, or any other land, there was one soul present who wept with tears for the figure he cut, and whose head is still stained with the tears of woe. There are people who maintain that the *Kokoburra's* note is music, and from the same basis of contention there are doubtless people who would say that this gentleman can act—but undoubtedly they are few. His conception of the character is faulty, and what makes this all the more patent is, that he is painfully conscious of the fact the whole time he is on the stage, excepting when he has a chance of singing, which unfortunately is but seldom, for his voice is not a bad one. That he will improve is certain and what we now bewail is that, our dollar having gone, we will never again have the chance of seeing him.

Montmorency found a spring-lark, a lot of an exponent in the person of Mr. G. Caldwell, and he didn't find a bad one either; but a few inexpressible and ultra-vulgar blunders. We have seen much of this business in our time, and can assure this youthful Thespian that comic contortions do not necessarily mean vulgar, and we were almost going to say indecent postures. However, all round, his performance was not a bad one.

And now for the donkeys, for we'll take 'em all in turn. The *Marcellus* of Mr. J. Wright and the *Shepherd* of Mr. C. Guinness were interpretations of excellent merit and it is but just to say that they afforded nearly the whole of the fun of the fair. Both these gentlemen are artists when rigged with the necessary appendages and acted last night as if to the manner born.

King Courage found a well-meaning and fairly capable "double" in Mr. G. Lammert, who, although it appeared to us, cannot say enough to show a fit, can sing convincingly and know his nouns and dialogue thoroughly. We, being cast adrift and never hoping for the privilege of sitting on a decent chair again, envied Mr. Lammert the easy grace with which he encoined himself within the arms of the Imperial Throne just as though he had been born in the purple and that it was the handiwork that he had ascended. Mr. F. Lammert (a brother of the former gentleman, the soldier told us) played the repulsive and ridiculous part of *The Beast*, and showed fairly well. Mr. L. G. Davis, as *Charming*, of finer presence and sweeter voice than any that ever the fiery Carr of All the Russias could ever have dreamt of. He looked well and knowing his business, went about it with the grip that men in similar positions generally adopt. Davis was distinctly good. Of the remaining active male characters we have only a word to say: They are Masters Moore, Hayward and Lammert, as the *Admiral*, *Colonel* and *Postman*, respectively. Each in his post and part was good, and evinced thorough coaching and patient drilling.

And now for the fairer, and more artistic side of those uneven elements which constitute the local pantomime of 91.

That the character of *Beauty* would be filled by a young lady whose personal charms and attractions must necessarily be allied, and equal to her talents was the chief incentive which decided our recklessness in parting with our last friend—the Mexican above mentioned. Disappointment! Sorry a bit—but only regret in that it can never more ease our weary optics by gazing on those scenes again.

Miss Lammert, we judge, is by nature artistic, and having had the advantages of a thorough musical education there is little to be wondered at that she made such a universally admitted success of the part of *Beauty*. Her acting is natural and graceful, and like her singing is essentially artistic; albeit this is only a novice. Did the stump of our pencil admit of further remark it would be devoted to the description of Miss Hagen, who was a graceful and finished performer. Nor should be forgotten these fair young maidens who not only represented the *Fairy Flowers*, but also the embodiment of all earthly loveliness. In their long ago, before sin and sorrow had blighted our then reverend locks, they rhymed on flannels and their doling, but never until last night were the expectations of our juvenile dreams so fully realised. *Verba sap.*

The *Land of the Living*. [The only good thing you have said so far.—Ed.] The courtesier air of waiting tons of paint, powder and stuff, or looking really pretty, (from a distance) and did their business with great precision and occasionally with a trace of grace. Some were a trifle leggy, others high in their action; but (in the whole) they were as good a lot as could have been selected.

Of the dancing, dressing and general scenic effects nothing but unqualified praise can be recorded. *Columbiada*—it's well it's a good job we have passed the meridian of life or (can do it—Ed.) My soldiers conversing made no scruple about saying that "this ain't nothin' to last

Commercial.

LATEST QUOTATIONS.

Hongkong and Shanghai Bank, 166 per cent. prem., buyers.

The National Bank of China, Ltd.—on £2.10 paid up—80 per cent. dis., sellers.

The National Bank of China, Ltd.—Founders' shares, \$225 per share, sellers.

The Bank of China, Japan & the Straits, Ltd.—\$133 per share, sellers.

The Bank of China, Japan & the Straits Ltd.—Founders' shares, \$100 per share, sellers.

Chinese Imperial Loan of 1884—2 per cent. premium, sellers.

Chinese Imperial Loan of 1884—C—3 per cent. premium, buyers.

Chinese Imperial Loan of 1886—E—14 per cent. premium.

Union Insurance Society of Canton—\$90 per share, buyers.

China Traders' Insurance Company—\$61 per share, buyers.

North China Insurance—Tis. 257 1/2 per share, sales and buyers.

Canton Insurance Company, Limited—\$107 per share, buyers.

Yangtze Insurance Association—\$107, buyers.

On Tai Insurance Company, Limited—Tis. 150 per share.

Hongkong Fire Insurance Company—\$323 per share, sellers.

China Fire Insurance Company—\$90 per share, sellers.

Hongkong, Canton, and Macao Steamboat Co.—\$35 per share, buyers.

China and Manila Steam Ship Company—45 per share, sellers.

Indo-China Steam Navigation Company, Limited—25 per cent. discount, sellers.

Douglas Steamship Company—\$37 per share, sales and buyers.

The Steam Launch Co., Limited—nominal.

Hongkong and Whampoa Dock Company—\$86 per cent. premium, sales and buyers.

Geo. Fenwick & Co., Limited—\$15 per share, sales and buyers.

Hongkong Hotel Company—\$50 per share, sellers.

Hongkong Hotel Co.'s Six per cent. Debentures—\$50.

The Austin Arms Hotel and Building Company, Limited—\$8 per share, sales and buyers.

The Peak Hotel and Trading Co., Limited—nominal.

The Shamrock Hotel Co., Limited—\$10, sellers.

Punjab and Sindh Dus Samanian Mining Co.—\$2 per share, buyers.

The Raub Gold Mining Co., Limited—50 cents per share, buyers.

Imaris Mining Co., Limited—\$9 per share, sellers.

The Balmoral Gold Mining Co., Limited—\$1 per share, nominal.

Tongkin Coal Mining Co.—\$375 per share, sellers.

The Jelaba Mining and Trading Co., Limited—\$48 per share, buyers.

The Selama Tin Mining Co., Limited—40 cents per share, sellers.

London and Pacific Petroleum Co., Ltd.—\$10, sellers.

China Sugar Refining Company, Limited—\$177 per share, sellers.

London Sugar Refining Company, Limited—\$52 per share, buyers.

A. S. Watson & Co., Limited—\$19 per share, buyers.

Crickshank & Co., Limited—nominal.

Hongkong Dairy Farm Co., Limited—\$7 per share, sales and buyers.

The Kowloon Land Investment Co., Limited—\$10 per share, buyers.

The Hongkong Land Investment Co., Limited—\$79 per share, sales and buyers.

The West Point Buildings Co., Limited—\$23 per share, buyers.

The Labak Planting Co., Limited—nominal.

The China-Borneo Co., Limited—nominal.

H. G. Brown & Co., Limited—\$40 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—\$63 per share, buyers.

Hongkong Rope Manufacturing Company, Limited—\$114 per share, buyers.

Hongkong Gas Company—\$120 per share, nominal.

Hongkong Ice Company—\$80 per share, sellers.

Hongkong and China Bakery Company, Limited—\$75 per share.

The Hongkong Brick and Cement Co., Limited—\$10 per share, nominal.

The Green Island Cement Co.—\$14 per share, sellers.

The Hongkong Electric Light Co., Limited—\$44 per share, buyers.

The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.

The Hongkong High-Level Tramway Co., Limited—\$65 per share, sales and buyers.

EXCHANGE.

ON LONDON—Bank, T. T. 100/101

Bank Bills, on demand 100/101

Bank Bills, at 4 months' sight 100/101

Credit at 4 months' sight 100/101

Documentary Bills, at 4 months' sight 100/101

ON PARIS—Bank, T. T. 100/101

Bank Bills, on demand 100/101

Credit at 4 months' sight 100/101

ON SHANGHAI—Bank, T. T. 100/101

Bank Bills, on demand 100/101

Credit at 4 months' sight 100/101

ON HONGKONG—Bank, T. T. 100/101

Bank Bills, on demand 100/101

Credit at 4 months' sight 100/101

MAILS EXPECTED.

THE ENGLISH MAIL.

The P. & O. S. N. Co.'s steamer *Malwa*, with mail, etc., from San Francisco to the 5th inst., and may be expected here on the 5th proximo.

The P. & O. S. N. Co.'s steamer *China*, with mail, etc., from San Francisco to the 5th inst., and may be expected here on the 5th proximo.

The P. & O. S. N. Co.'s steamer *India*, with mail, etc., from San Francisco to the 5th inst., and may be expected here on the 5th proximo.

The P. & O. S. N. Co.'s steamer *Yokohama*, with mail, etc., from San Francisco to the 5th inst., and may be expected here on the 5th proximo.

The P. & O. S. N. Co.'s steamer *Yokohama*, with mail, etc., from San Francisco to the 5th inst., and may be expected here on the 5th proximo.

The P. & O. S. N. Co.'s steamer *Yokohama*, with mail, etc., from San Francisco to the 5th inst., and may be expected here on the 5th proximo.

The P. & O. S. N. Co.'s steamer *Yokohama*, with mail, etc., from San Francisco to the 5th inst., and may be expected here on the 5th proximo.

The P. & O. S. N. Co.'s steamer *Yokohama*, with mail, etc., from San Francisco to the 5th inst., and may be expected here on the 5th proximo.

The P. & O. S. N. Co.'s steamer *Yokohama*, with mail, etc., from San Francisco to the 5th inst., and may be expected here on the 5th proximo.

The P. & O. S. N. Co.'s steamer *Yokohama*, with mail, etc., from San Francisco to the 5th inst., and may be expected here on the 5th proximo.

The P. & O. S. N. Co.'s steamer *Yokohama*, with mail, etc., from San Francisco to the 5th inst., and may be expected here on the 5th proximo.

The P. & O. S. N. Co.'s steamer *Yokohama*, with mail, etc., from San Francisco to the 5th inst., and may be expected here on the 5th proximo.

The P. & O. S. N. Co.'s steamer *Yokohama*, with mail, etc., from San Francisco to the 5th inst., and may be expected here on the 5th proximo.

The P. & O. S. N. Co.'s steamer *Yokohama*, with mail, etc., from San Francisco to the 5th inst., and may be expected here on the 5th proximo.

The P. & O. S. N. Co.'s steamer *Yokohama*, with mail, etc., from San Francisco to the 5th inst., and may be expected here on the 5th proximo.

The P. & O. S. N. Co.'s steamer *Yokohama*, with mail, etc., from San Francisco to the 5th inst., and may be expected here on the 5th proximo.

The P. & O. S. N. Co.'s steamer *Yokohama*, with mail, etc., from San Francisco to the 5th inst., and may be expected here on the 5th proximo.

Shipping.

ARRIVALS.

AXAX, British steamer, 1,410, E. S. Rawlings, 30th Dec., Shanghai 23rd Dec., General.

MOVING, British steamer, 1,787, C. Kemp, 31st Dec., Singapore, and Saigon 27th Dec., General.

TAILEE, German steamer, 828, J. Calender, 31st Dec., Singapore 22nd Dec., General.

CANTON, British steamer, 3,471, C. E. Baker, 31st Dec., London 7th Dec., General.

NANKAN, British steamer, 805, J. Blackburne, 31st Dec., Singapore 22nd Dec., General.

SYDNEY, French steamer, 2,113, Delacroix, 31st Dec., Marseilles 1st Nov., Singapore 24th Dec., and Saigon 28th Dec., Mails and General.

DEPARTURES.

December 30, *Dona Barriola*, American sch., for Soerabaja.

December 30, *Dora Foster*, British str., for Kutchinora.

December 30, *Nanyang*, British steamer, for Amoy.

December 31, *Gaella*, British steamer, for Yokohama.

December 31, *Arday*, British steamer, for Singapore.

December 31, *Fookiang*, British steamer, for Swatow.

December 31, *Lydia*, German str., for Yokohama.

December 31, *Nolstein*, German steamer, for Saigon.

Shipping.

ARRIVALS.

AXAX, British steamer, 1,410, E. S. Rawlings, 30th Dec., Shanghai 23rd Dec., General.

MOVING, British steamer, 1,787, C. Kemp, 31st Dec., Singapore, and Saigon 27th Dec., General.

TAILEE, German steamer, 828, J. Calender, 31st Dec., Singapore 22nd Dec., General.

CANTON, British steamer, 3,471, C. E. Baker, 31st Dec., London 7th Dec., General.

NANKAN, British steamer, 805, J. Blackburne, 31st Dec., Singapore 22nd Dec., General.

SYDNEY, French steamer, 2,113, Delacroix, 31st Dec., Marseilles 1st Nov., Singapore 24th Dec., and Saigon 28th Dec., Mails and General.

Shipping.

ARRIVALS.

AXAX, British steamer, 1,410, E. S. Rawlings, 30th Dec., Shanghai 23rd Dec., General.

MOVING, British steamer, 1,787, C. Kemp, 31st Dec., Singapore, and Saigon 27th Dec., General.

TAILEE, German steamer, 828, J. Calender, 31st Dec., Singapore 22nd Dec., General.

CANTON, British steamer, 3,471, C. E. Baker, 31st Dec., London 7th Dec., General.

NANKAN, British steamer, 805, J. Blackburne, 31st Dec., Singapore 22nd Dec., General.

SYDNEY, French steamer, 2,113, Delacroix, 31st Dec., Marseilles 1st Nov., Singapore 24th Dec., and Saigon 28th Dec., Mails and General.

Shipping.

ARRIVALS.

AXAX, British steamer, 1,410, E. S. Rawlings, 30th Dec., Shanghai 23rd Dec., General.

MOVING, British steamer, 1,787, C. Kemp, 31st Dec., Singapore, and Saigon 27th Dec., General.

TAILEE, German steamer, 828, J. Calender, 31st Dec., Singapore 22nd Dec., General.

CANTON, British steamer, 3,471, C. E. Baker, 31st Dec., London 7th Dec., General.

NANKAN, British steamer, 805, J. Blackburne, 31st Dec., Singapore 22nd Dec., General.

SYDNEY, French steamer, 2,113, Delacroix, 31st Dec., Marseilles 1st Nov., Singapore 24th Dec., and Saigon 28th Dec., Mails and General.

Shipping.

ARRIVALS.

AXAX, British steamer, 1,410, E. S. Rawlings, 30th Dec., Shanghai 23rd Dec., General.

MOVING, British steamer, 1,787, C. Kemp, 31st Dec., Singapore, and Saigon 27th Dec., General.

TAILEE, German steamer, 828, J. Calender, 31st Dec., Singapore 22nd Dec., General.

CANTON, British steamer, 3,471, C. E. Baker, 31st Dec., London 7th Dec., General.

NANKAN, British steamer, 805, J. Blackburne, 31st Dec., Singapore 22nd Dec., General.

SYDNEY, French steamer, 2,113, Delacroix, 31st Dec., Marseilles 1st Nov., Singapore 24th Dec., and Saigon 28th Dec., Mails and General.

Shipping.

ARRIVALS.

AXAX, British steamer, 1,410, E. S. Rawlings, 30th Dec., Shanghai 23rd Dec., General.

MOVING, British steamer, 1,787, C. Kemp, 31st Dec., Singapore, and Saigon 27th Dec., General.

TAILEE, German steamer, 828, J. Calender, 31st Dec., Singapore 22nd Dec., General.

CANTON, British steamer, 3,471, C. E. Baker, 31st Dec., London 7th Dec., General.

NANKAN, British steamer, 805, J. Blackburne, 31st Dec., Singapore 22nd Dec., General.

SYDNEY, French steamer, 2,113, Delacroix, 31st Dec., Marseilles 1st Nov., Singapore 24th Dec., and Saigon 28th Dec., Mails and General.

Shipping.

ARRIVALS.

AXAX, British steamer, 1,410, E. S. Rawlings, 30th Dec., Shanghai 23rd Dec., General.

MOVING, British steamer, 1,787, C. Kemp, 31st Dec., Singapore, and Saigon 27th Dec., General.

TAILEE, German steamer, 828, J. Calender, 31st Dec., Singapore 22nd Dec., General.

CANTON, British steamer, 3,471, C. E. Baker, 31st Dec., London 7th Dec., General.

NANKAN, British steamer, 805, J. Blackburne, 31st Dec., Singapore 22nd Dec., General.

SYDNEY, French steamer, 2,113, Delacroix, 31st Dec., Marseilles 1st Nov., Singapore 24th Dec., and Saigon 28th Dec., Mails and General.

Shipping.

ARRIVALS.

AXAX, British steamer, 1,410, E. S. Rawlings, 30th Dec., Shanghai 23rd Dec., General.

MOVING, British steamer, 1,787, C. Kemp, 31st Dec., Singapore, and Saigon 27th Dec., General.

TAILEE, German steamer, 828, J. Calender, 31st Dec., Singapore 22nd Dec., General.

CANTON, British steamer, 3,471, C. E. Baker, 31st Dec., London 7th Dec., General.

NANKAN, British steamer, 805, J. Blackburne, 31st Dec., Singapore 22nd Dec., General.

SYDNEY, French steamer, 2,113, Delacroix, 31st Dec., Marseilles 1st Nov., Singapore 24th Dec., and Saigon 28th Dec., Mails and General.

Shipping.

ARRIVALS.

AXAX, British steamer, 1,410, E. S. Rawlings, 30th Dec., Shanghai 23rd Dec., General.

MOVING, British steamer, 1,787, C. Kemp, 31st Dec., Singapore, and Saigon 27th Dec., General.

TAILEE, German steamer, 828, J. Calender, 31st Dec., Singapore 22nd Dec., General.

CANTON, British steamer, 3,471, C. E. Baker, 31st Dec., London 7th Dec., General.

NANKAN, British steamer, 805, J. Blackburne, 31st Dec., Singapore 22nd Dec., General.

SYDNEY, French steamer, 2,113, Delacroix, 31st Dec., Marseilles 1st Nov., Singapore 24th Dec., and Saigon 28th Dec., Mails and General.

Shipping.

ARRIVALS.

AXAX, British steamer, 1,410, E. S. Rawlings, 30th Dec., Shanghai 23rd Dec., General.

MONGKONG-STEAMERS.

Continued.

ALWING, German steamer, 400, C. Peitgen, 30th Dec., Canton 27th Dec., and Hanoi, 29th Dec., General—Widder & Co.

AMOR, German steamer, 514, Th. Lehmann, 30th Dec., Canton 27th Dec., General—Slomson & Co.

CROWA, British steamer, 1,057, F. W. Phillips, 30th Dec., Bangkok 18th Dec., and Hanoi 20th Dec., Timber and Rice—Yuen Fat Hong.

CHUAN, German steamer, 621, W. Wendt, 16th Dec., Hanoi 15th Dec., Ballast—C. M. S. N. Co.

CICERO, British steamer, 1,050, A. George, 23rd Dec., Sourabaya 15th Dec., Sugar—Butterfield & Swire.

DECHA, German steamer, 665, C. Christensen, 30th Dec., Samarang 26th Nov., Sugar—Geo. R. Stevens & Co.

DIAMANTE, British steamer, 514, J. C. Gerard, 29th Dec., Manila 15th Dec., General—Shaw & Co.

DOMAR, German steamer, 1,018, B. Grundmann, 29th Dec., Sourabaya 18th Dec., Sugar—Widder & Co.

DORIS, German steamer, 771, T. Ruben, 22nd Dec., Kobe 15th December, General—Widder & Co.

EDENHALL, British steamer, 1,567, R. Humphrey, 23rd Dec., Moll 17th Dec., Coals—Doddwell, Carill & Co.

EMPRESS OF JAPAN, British steamer, 3,003, Geo. A. Lee, R.N.R., 10th Dec., Vancouver 19th Nov., Yokohama 3rd Dec., and Shanghai 8th Dec., General—Doddwell, Carill & Co.

FAME, British steamer, 117, Captain Melissari, Hongkong Government tender.

MATAM, British steamer, 1,153, S. Ashton, 30th Dec., Fochow 26th Dec., Amoy 28th Dec., and Swatow 29th Dec., General—D. Laprak & Co.

HAIRAN, German steamer, 648, J. Samuelsen, 30th Dec., Halphong 27th Dec., and Hanoi 29th Dec., General—Melchers & Co.

NANCHANG, British steamer, 1,052, R. Morgan, 29th Dec., Canton 29th Dec., General—Butterfield & Swire.

PEKING, German steamer, 554, F. Schultz, 23rd Dec., Canton 23rd December, General—Slomson & Co.

PILOT FIRE, British steamer, 161, A. Stopal, Hongkong and Whampoa Dock Co.

PREFET, German steamer, 655, J. Jensen, 30th Dec., Halphong 27th Dec., General—Slomson & Co.

RIO, German steamer, 1,278, F. P. Uldrup, 20th Dec., Moll 25th December, Coals—Widder & Co.

SHENARD OSMON, British steamer, 876, C. O. Mudge, 16th Dec., China Sea 14th Dec., Submarine Cable—Z. E. A. and C. T. Co.

TAICHONG, German steamer, 828, P. Duhamel, 23rd Dec., Singapore 15th Dec., Hardwood—Meyer & Co.</